



# DRIVING EMOTION TYPE-S™



**SQUARESOFT®**

## **WARNING: READ BEFORE USING YOUR PLAYSTATION®2 COMPUTER ENTERTAINMENT SYSTEM.**

A very small percentage of individuals may experience epileptic seizures when exposed to certain light patterns or flashing lights. Exposure to certain patterns or backgrounds on a television screen or while playing video games, including games played on the PlayStation 2 console, may induce an epileptic seizure in these individuals. Certain conditions may induce previously undetected epileptic symptoms even in persons who have no history of prior seizures or epilepsy. If you, or anyone in your family, has an epileptic condition, consult your physician prior to playing. If you experience any of the following symptoms while playing a video game – dizziness, altered vision, eye or muscle twitches, loss of awareness, disorientation, any involuntary movement, or convulsions – **IMMEDIATELY** discontinue use and consult your physician before resuming play.

## **WARNING TO OWNERS OF PROJECTION TELEVISIONS:**

Do not connect your PlayStation 2 console to a projection TV without first consulting the user manual for your projection TV, unless it is of the LCD type. Otherwise, it may permanently damage your TV screen.

## **USE OF UNAUTHORIZED PRODUCT:**

The use of software or peripherals not authorized by Sony Computer Entertainment America may damage your console and/or invalidate your warranty. Only official or licensed peripherals should be used in the controller ports or memory card slots.

## **HANDLING YOUR PLAYSTATION 2 FORMAT DISC:**

- This disc is intended for use only with PlayStation 2 consoles with the NTSC U/C designation.
- Do not bend it, crush it or submerge it in liquids.
- Do not leave it in direct sunlight or near a radiator or other source of heat.
- Be sure to take an occasional rest break during extended play.
- Keep this compact disc clean. Always hold the disc by the edges and keep it in its protective case when not in use. Clean the disc with a lint-free, soft, dry cloth, wiping in straight lines from center to outer edge. Never use solvents or abrasive cleaners.



# CONTENTS

|                                         |    |
|-----------------------------------------|----|
| Getting Started .....                   | 2  |
| Starting Up .....                       | 3  |
| Game Controls .....                     | 4  |
| Screen Display .....                    | 5  |
| Game Modes .....                        | 6  |
| Car Selection .....                     | 8  |
| Divisions .....                         | 8  |
| Car Options .....                       | 10 |
| Game Options .....                      | 11 |
| End Race Options .....                  | 12 |
| Saving & Loading, and Replay Mode ..... | 13 |
| Track Data .....                        | 14 |
| Driving Techniques .....                | 28 |
| Terminology .....                       | 30 |
| Participating Manufacturers .....       | 32 |
| Credits .....                           | 36 |
| Limited Warranty .....                  | 37 |

**“To simulate the sensation of driving a real car  
as closely as possible...”**

Many racing games have strived for this goal. Now, in the year 2000, technology has finally caught up with ambition, and racing games will enter a brand new dimension.

## **DRIVING EMOTION TYPE-S™**

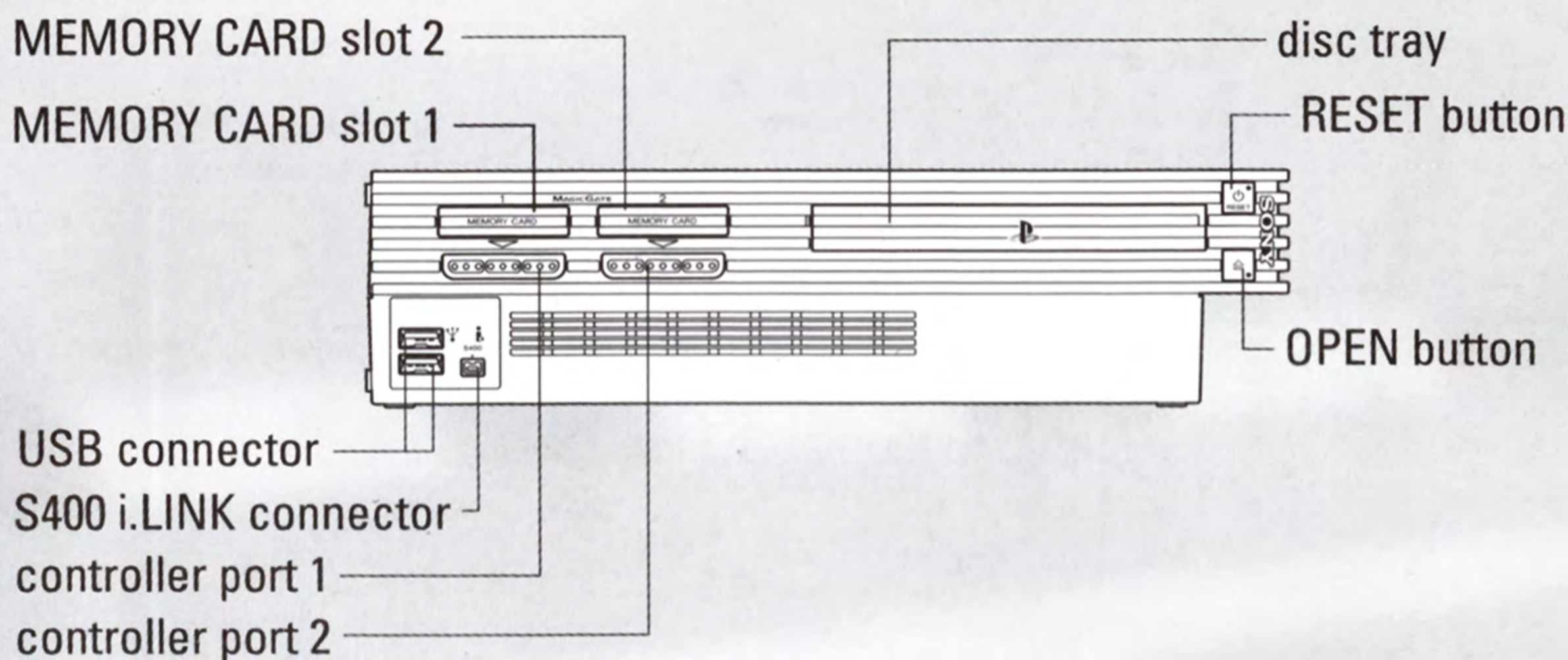
Everything, from the exterior and interior form and distinct behavior of the cars to the racing circuits, has been painstakingly recreated using data provided by the manufacturers and drivers. With its vivid recreation of reality, DRIVING EMOTION TYPE-S will surely set the new standard for racing games.

Note: Some of the game screens in the manual are from a development version of the game. There may be slight differences with the final product.





## GETTING STARTED

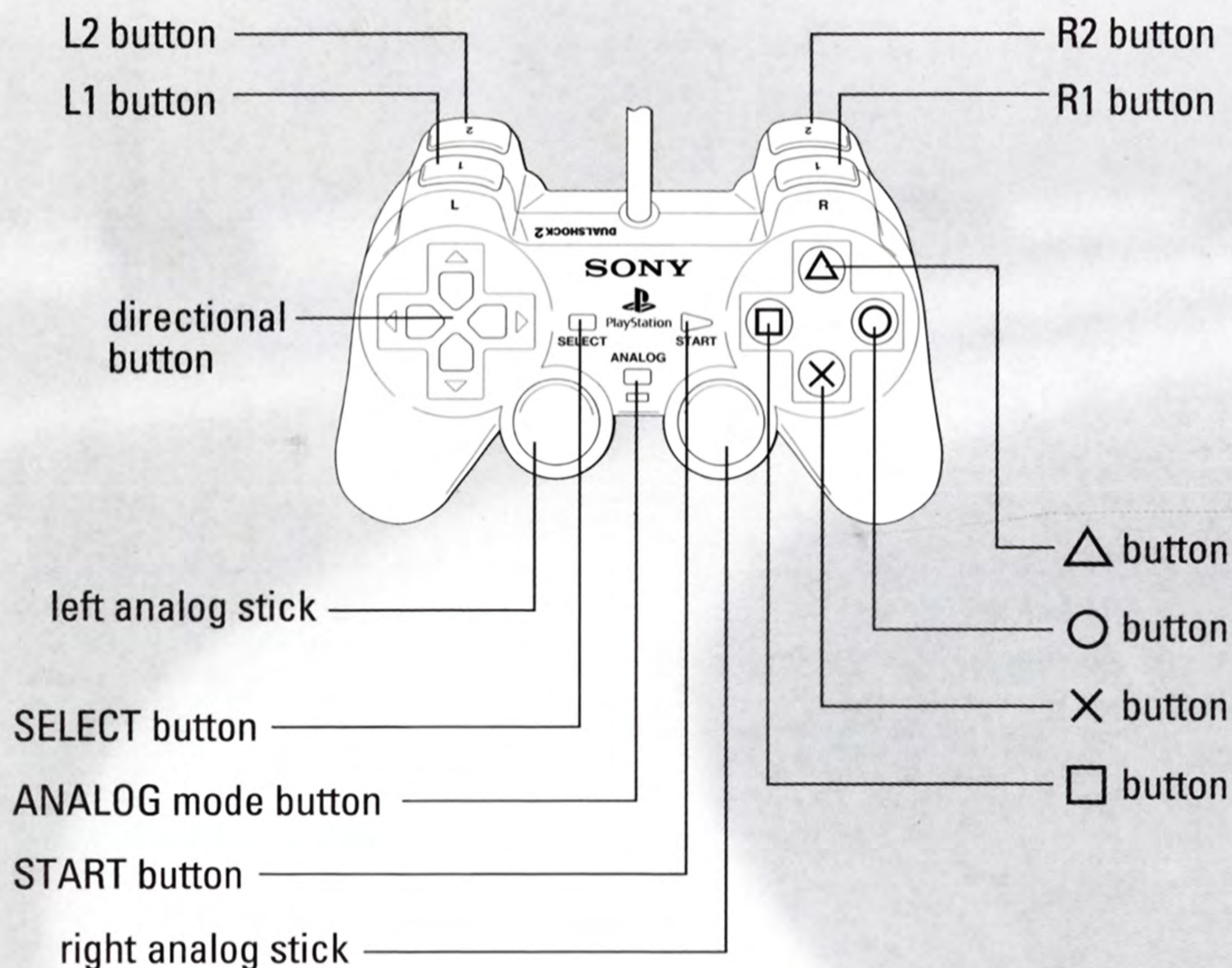


Set up your PlayStation<sup>®</sup>2 computer entertainment system according to the instructions in its instruction manual. Make sure the MAIN POWER switch (located on the back of the console) is turned on. Press the RESET button. When the power indicator lights up, press the OPEN button and the disc tray will open. Place the DRIVING EMOTION TYPE-S disc on the disc tray with the label side facing up. Press the OPEN button again and the disc tray will close. Attach game controllers and other peripherals, as appropriate. Follow on-screen instructions and refer to this manual for information on using the software.



## STARTING UP

### DUALSHOCK™2 analog controller CONFIGURATIONS



#### Controller

Steering is done using only the directional button; otherwise, the controls are the same as for the analog controller (**DUALSHOCK™2 analog controller**).

#### Analog Controller (**DUALSHOCK™2 analog controller**)

The controls are the same as those for the analog controller (**DUALSHOCK™2 analog controller**). However, the buttons do not support the analog functions.

\*Note: When using the left analog stick, switch to ANALOG mode (LED display: red). The vibration function of the analog controller (**DUALSHOCK™2 analog controller**) can be turned ON/OFF in the OPTIONS menu. Switching between analog and digital mode will not disable the vibration function. The vibration function defaults to ON.



## GAME CONTROLS

### Language Selection

Before beginning the game, please select your preferred language. Select the flag that corresponds to the desired language and press the  button to confirm.

### Basic Controls

(The initial settings can be changed from the OPTIONS menu).

### Menu Controls

|                                                                                            |                                     |
|--------------------------------------------------------------------------------------------|-------------------------------------|
|  button | Cancel<br>Return to previous screen |
|  button | Confirm                             |
|  button | Car Options                         |

### Race Controls

|                                                                                            |                                |
|--------------------------------------------------------------------------------------------|--------------------------------|
| L2 button                                                                                  | Shift down                     |
| R2 button                                                                                  | Shift up                       |
| L1 button                                                                                  | Rear view                      |
| R1 button                                                                                  | Change perspective             |
| directional button                                                                         | Steering                       |
|  button | Reverse                        |
| left analog stick                                                                          | Steering                       |
|  button | Accelerator                    |
| START button                                                                               | Pause (see PAUSE Menu – pg. 5) |
|  button | Brake                          |
|  button | Hand Brake                     |



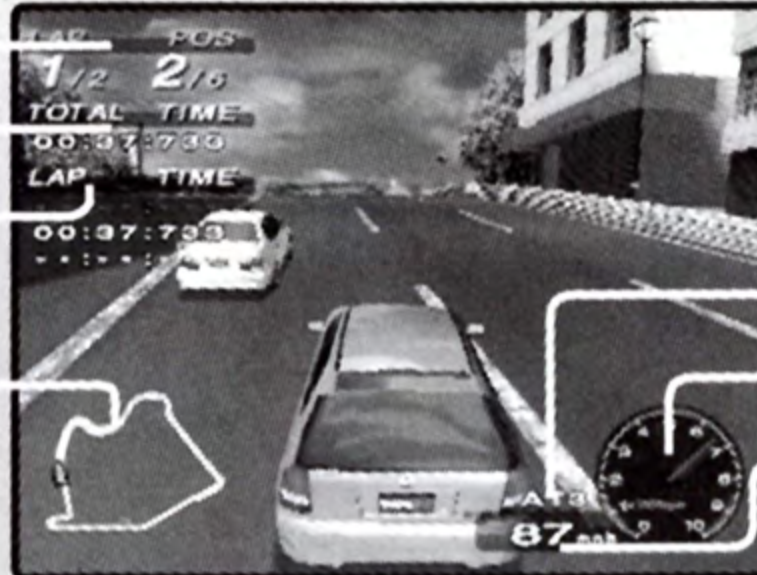
## SCREEN DISPLAY

Lap Count and Position

Total Time

Lap Time

Course Map



Current Gear

Tachometer

Current Speed

These display layouts can be changed in the DISPLAY section of the OPTIONS menu.

Driver's View



## PAUSE Menu

When the START button is pressed in any racing mode, the following menu will be displayed. Make selections by using the directional button and **X** button.

### CONTINUE

Exit PAUSE menu  
and resume race

### START OVER

Return to start of race

### QUIT

Exit to course selection





## GAME MODES

### ARCADE TYPE-S

You can select a car and immediately join a race. Set your car up according to your preferences before entering a race. Challenge yourself by trying to clear all of the classes.

#### ARCADE TYPE-S Selection Sequence

**Select Car** (see pg. 8).

At the beginning of the game, only cars from Division 3 may be selected. As the game progresses, the number of available vehicles will increase.

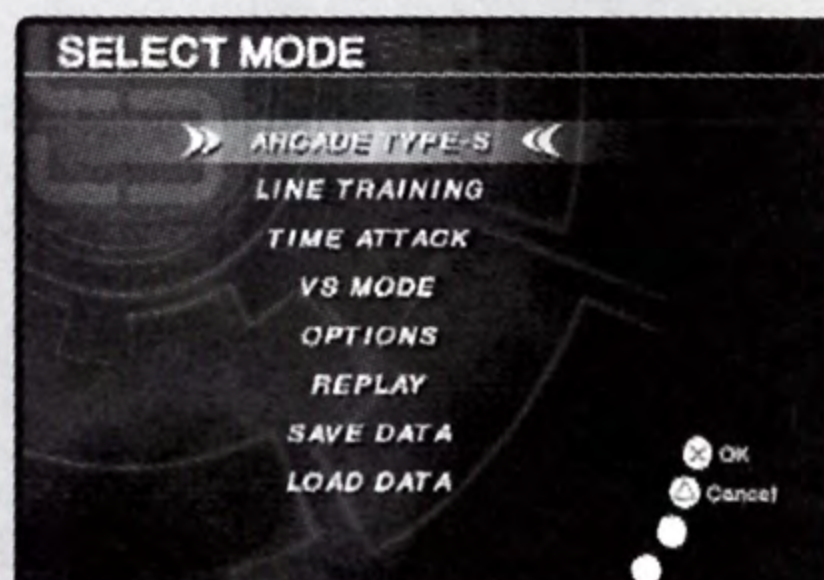
**Select Transmission Type** (see pg. 9).

**Select Assist Level** (see pg. 9).

**Select Course** (see pg. 9).

**Select Class (Division) of competition** (see comment below).

When a course has been cleared, one of the darkened stars next to the course map in Select Course will be lit.



### LINE TRAINING

The same as ARCADE TYPE-S until course selection. The Autocross course is only available in this mode. Race the course using the line as a guide. The jagged sections of the line mark the points at which you should brake. (Braking points will not be displayed on the Autocross course).





## TIME ATTACK

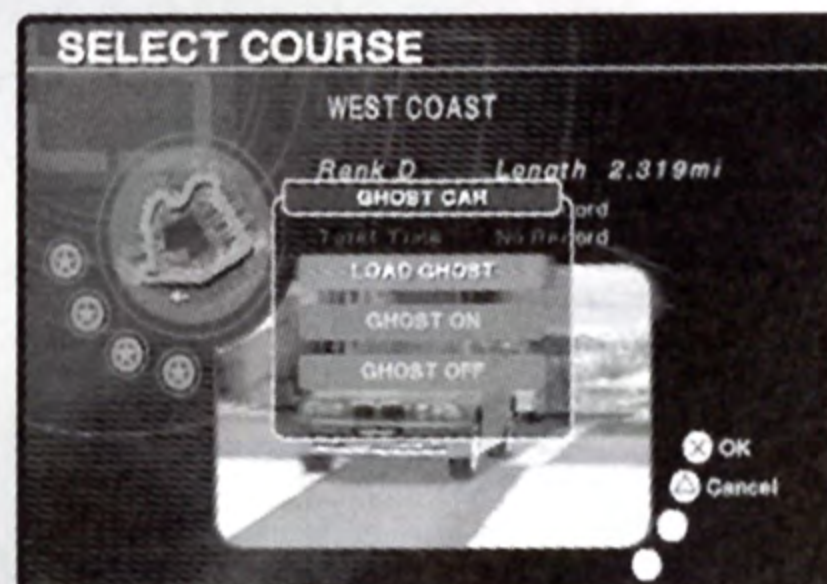
In this mode, one vehicle races for the best time. A Ghost Car will race using your best time, so you can race against your own record.

### TIME ATTACK Selection Sequence

The same as ARCADE TYPE-S until course selection.

### Ghost Car Selection

Three options are available: GHOST OFF has no Ghost Car; GHOST ON has a Ghost Car using data from the previous race; LOAD GHOST loads Ghost Car data from the memory card (8MB)(for PlayStation®2). Make sure to select GHOST ON after using the LOAD GHOST option. After the race, you can save the current run time as Ghost Car data.



## VS MODE

This is a competition mode in which the screen splits into upper and lower halves, allowing you to race against another player. You can add handicaps before the race.

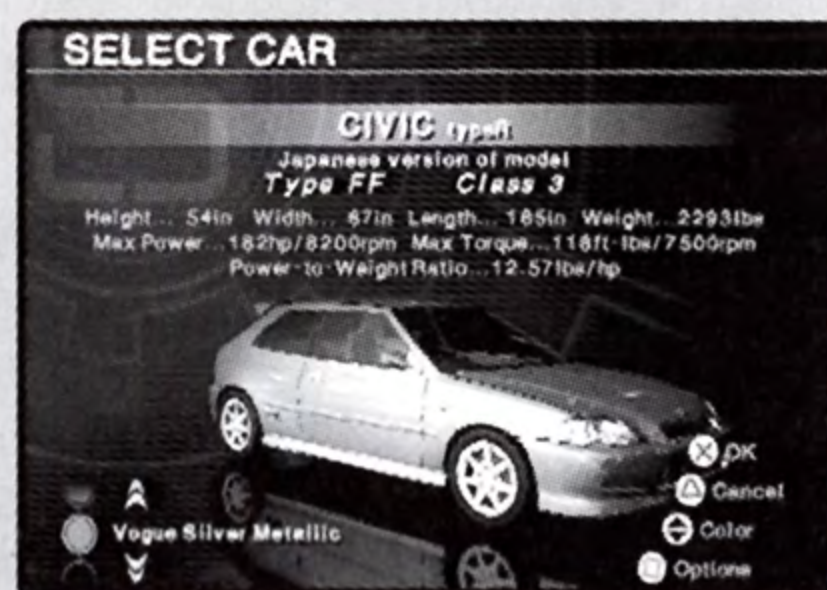




## CAR SELECTION

### Selecting a Car

You can select cars in two ways: by manufacturer or by performance specifications. You can also load a car, set to your own preferences, from a memory card (8MB) (for PlayStation®2). (In some modes, you cannot load custom cars from the memory card.) When selecting a car, you can change the color by pressing up/down on the directional button.



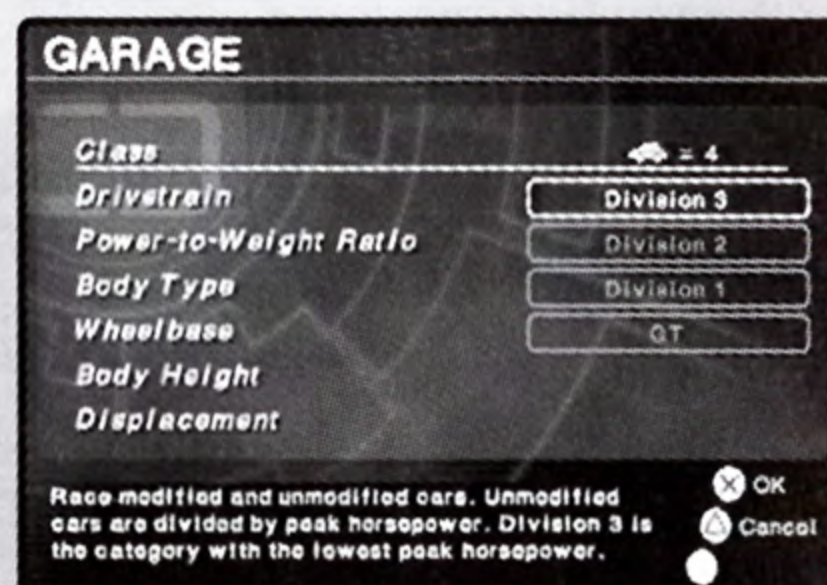
### SELECT MAKE

Select a manufacturer by pressing up/down on the directional button.

Select a car by pressing left/right on the directional button.

### GARAGE

This selection method focuses on performance specifications. When this mode is selected, a general menu is displayed on the screen. Your choice from the general menu opens a sub menu that displays several cars matching the specified criteria.



## DIVISIONS

Type-S classifies cars according to their maximum horsepower. These classes are called "divisions." Examples of the divisions are as follows:

**Division 3:** BMW 328 Ci, Mazda MX-5 Miata, Nissan Primera, etc.

**Division 2:** Porsche Boxster S, Alfa GTV, Honda S2000, etc.

**Division 1:** Ferrari 360 Modena, Porsche 911 GT3, TVR Griffith, etc.

**GT:** Cars specially modified for racing.



## LOAD PERSONAL CAR

Load saved car settings from the memory card (8MB)(for PlayStation®2). For details, please refer to the "Car Options" heading (below).

## SELECTING THE TRANSMISSION TYPE AND ASSIST LEVEL

Select the transmission type after a car has been selected.

**AT:** Automatic Transmission

**MT:** Manual Transmission



After selecting the transmission type, you can select the Assist Level.

**Normal:** Vehicle behavior will be more forgiving but less realistic.

**Simulator:** Vehicles will perform and control very realistically.

## CAR OPTIONS

Press the  button during car selection to make adjustments to the selected car (see page 10).

## COURSE SELECTION

Course selection always follows after car selection, no matter what mode you are in. Press left/right on the directional button to select a course and press the  button to confirm.

Course availability will vary depending on game mode and how far you have progressed in the game. Additionally, some courses available in the game are not introduced in the manual. The courses are ranked by difficulty. Ranks range from A-D, with D being the easiest.



## CAR OPTIONS

### SETTINGS

You can make minor adjustments to each car part. Under each setting heading, there are several preset options. After selection, you can either fine-tune the car further or restore the default settings. When setting from the "Current" state, make adjustments after the "Current" heading has been selected.

### COLOR

With a few exceptions, you can change the body color of most of the cars. Body colors are comprised by the following three factors:

**Ambience:** the base color, which reflects environmental light.

**Diffusion:** the color that reflects the light coming from sunlight and street lights.

**Specularity:** the highlight color, based on a light source.

In addition to this, by allotting the three basic colors of light, R (red), G (green), and B (blue), you can create an almost infinite number of colors.

#### Colors are set in the following order:

(Select headings by pressing up/down on the directional button, adjust colors with the left/right directional button and press the  button to execute.)

|                                |       |
|--------------------------------|-------|
| Main-body Color (ambience)     | R—G—B |
| Main-body Color (diffusion)    | R—G—B |
| Main-body Color (specularity)  | R—G—B |
| Sub-body Color A (ambience)    | R—G—B |
| Sub-body Color A (diffusion)   | R—G—B |
| Sub-body Color A (specularity) | R—G—B |
| Sub-body Color B (ambience)    | R—G—B |
| Sub-body Color B (diffusion)   | R—G—B |
| Sub-body Color B (specularity) | R—G—B |

(Only cars with Sub-body Colors A and B as two-tone colors and cars with multiple color options may be selected.)

### WHEELS

You can change the wheels on your cars. Make selections by pressing up/down on the directional button, and press the  button to execute.

### SAVE PERSONAL CAR

Use "Save Personal Car" to save your adjusted car options to the memory card (8MB) (for PlayStation®2). You can even save multiple versions of the same car with this function.



## GAME OPTIONS

### RACE OPTIONS

#### Stereo

Select either Stereo or Mono sound output.

#### BGM Volume

Adjust the background music volume during the race.

#### SE Volume

Adjust the volume of sound effects during the race.

#### Lap Count

Change the number of laps for the TIME ATTACK and VS MODE. Increasing the number of laps may prevent you from saving replays and Ghost Car data.

#### Vibration

Set the vibration function of the analog controller (**DUALSHOCK™ analog controller**) or analog controller (**DUALSHOCK™ 2 analog controller**) ON/OFF.

#### Language

You can change the language used throughout the game. Select the flag that corresponds to the desired language.

### BUTTON CONFIG

To customize the button configurations, select the function with the up/down directional button and then press the button you wish to assign to it. By selecting SETTINGS, you can adjust the settings of the analog controls. The ANALOG mode must be on for settings to be adjusted. For details, refer to the on-screen explanations.

### DISPLAY

Change or disable the information displayed on-screen during the race, including lap number, time, course map, and tachometer. Check the screen to see which layout suits you best.

### RECORDS

Display the best time for each course. The record display is divided into "Normal" and "Simulator" headings for default and modified cars. From the left, the transmission type, time, and name will be displayed, respectively.

Caution—Time data cannot be recorded for races over 14 minutes.

Non-Settings: Race with default settings.

Settings: Race with modified settings.



## **END RACE OPTIONS**

### **Race Completion**

Once a race is completed, a replay of the race will start. After the replay is completed, or if the START button is pressed, a menu will appear. The content of the menu will differ according to which gameplay mode you selected.

Caution 1 — Replay data exceeding 14 minutes cannot be saved.

Caution 2 — Ghost Car data exceeding 4 minutes cannot be saved.

### **TRY AGAIN**

Start the race again from the beginning.

### **COURSE SELECT**

Return to the course selection screen.

### **REPLAY**

View a replay of the last race.

### **SAVE REPLAY**

Save the replay of the last race.

### **SAVE GHOST**

Save Ghost Car data for TIME ATTACK.

NOTE: 300 KB - 1.1 MB of memory is needed to save data.

### **EXIT**

Return to main menu.



## SAVING & LOADING, AND REPLAY MODE

### SAVE DATA

Save the current game information during mode selection. Information saved at this time will include course clear data, time records for each course, and options.

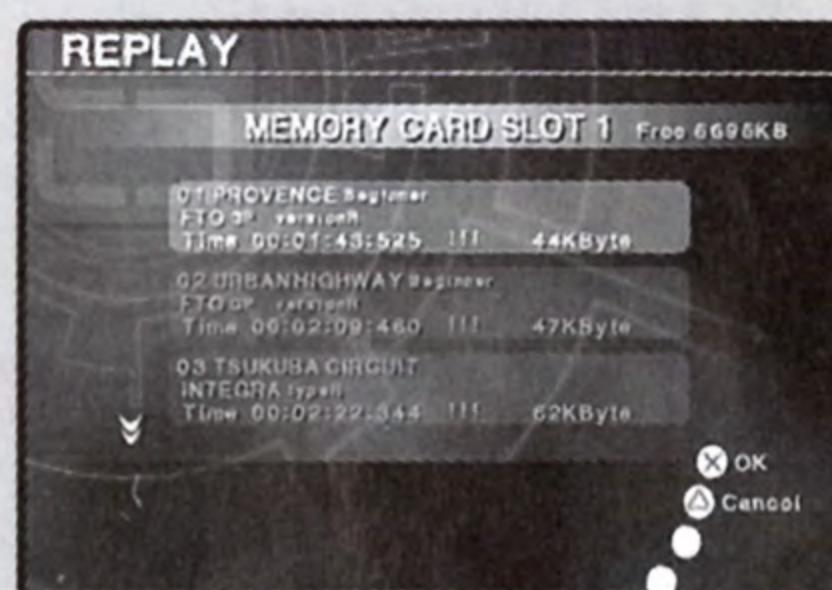
Caution—Car settings, replays, and TIME ATTACK Ghost Car data must be saved in each individual mode. They will not be saved with “SAVE DATA.”

### LOAD DATA

Load course clear data, time records for each course, and saved options. Load car settings in the car selection menu, and Ghost Car data in the TIME ATTACK menu.

### REPLAY

Select this option from the Select Mode Screen. In this mode, you can view replay data that has been saved onto the memory card (8MB)(for PlayStation®2). To end the replay, press the START button.



## DRIVER RETIRED

Please remember that if any of the following events should occur, the player will automatically be retired:

- The player drives in reverse for more than 30 seconds.
- The car flips on its side.
- The car becomes stuck off course.
- The player drives at speeds above 248 miles/400km per hour.



## URBAN HIGHWAY

| Track Data      | Length           | Rank     |
|-----------------|------------------|----------|
| <b>Beginner</b> | <b>1.6 Miles</b> | <b>C</b> |

A course specially set up on a circular highway inside a city. There are no tight corners on this course. All the corners are made for high speed, so the ideal car should be tuned for high acceleration rather than for top speed.

### Tunnel Interior

The course shifts from left to right. Use only slight steering corrections through the corner. There is a rise in the road at the exit. Depending on the car, it may be advantageous to downshift one gear.



### Corner 1

This corner curves gently to the right. Maintain a line down the center of the course. For the left turn before the tunnel, reduce speed. This will allow you to set yourself up for a good line the rest of the way.





### **S Corner**

This corner twists from left to right in the shape of an S. After going through the tunnel and climbing up the hill, position your car to the left before entering the corner. This setup will make it easier to steer through the turns.



### **Final Corner**

Place yourself on the left of the course and reduce speed just as you clear the bridge and enter the corner, as if you were trying to take the inside. Allow the car to lightly drift along in the corner while maintaining proper alignment.





## URBAN HIGHWAY

| Track Data | Length    | Rank |
|------------|-----------|------|
| Expert     | 2.4 Miles | B    |

Unlike the beginner version, this course contains hairpin corners, low speed corners, and chicanes. There are also high-speed banks located throughout the course which require precision steering and braking. This is a highly technical course.

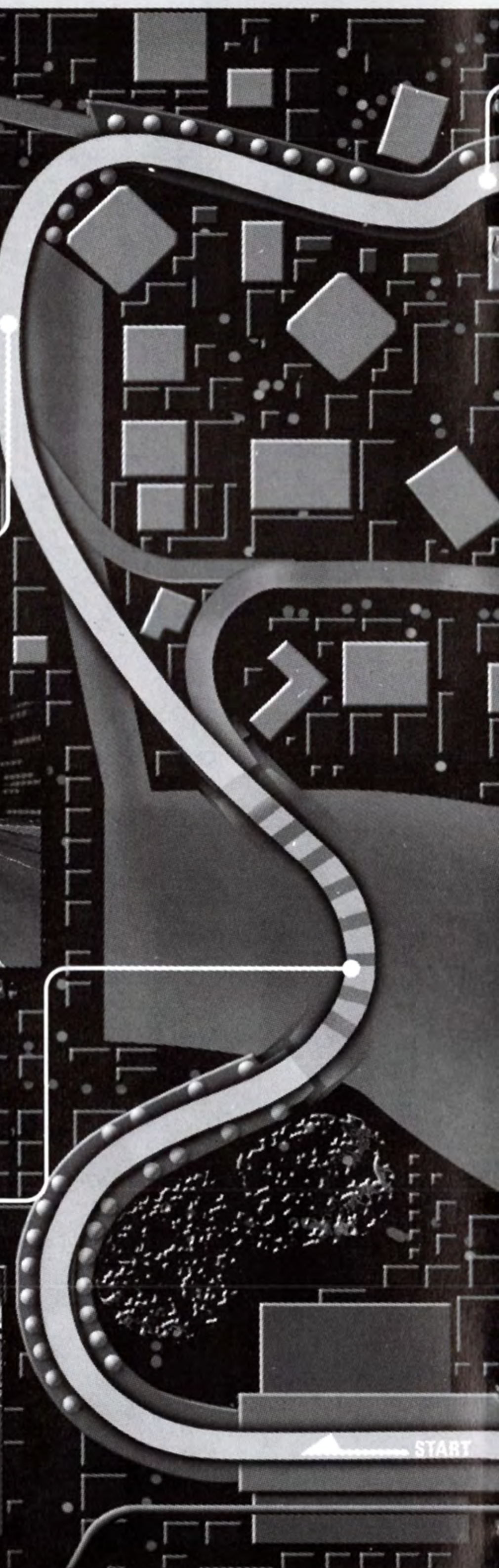
### Bank Corner

Be careful not to turn the steering wheel too tightly, the turn has a fairly intense bank and doing so can induce a spin out. The corner will gradually tighten. Downshift one gear to reduce speed by engine braking halfway through the corner.



### Tunnel Interior Corner

The tunnel entrance is identical to the beginner course. However, the exit to the corner is located to the left this time. Take the left corner while braking cautiously.





### **S Corner**

In order to pass through this corner gracefully, it is important that you gain the inside position in the bank corner. When the S

corner approaches, drop your speed and enter the corner, passing through the corners slowly.



### **Hairpin Corner**

This is an uphill right turning hairpin. After starting up the hill, begin braking while dropping to at least third gear and maintaining the inside position. This should allow you to pass through the corner with less difficulty.

### **Chicane**

This chicane is the most difficult location to overcome. The entrance to this corner is not only narrow but also bends almost 90 degrees. This corner requires early braking. Drop down to second gear and take the turn slowly.





## PROVENCE

| Track Data      | Length           | Rank     |
|-----------------|------------------|----------|
| <b>Beginner</b> | <b>1.4 Miles</b> | <b>C</b> |

This course was created in the image of the French countryside with gradual high-speed corners. However, the mountain roads rise and fall which require nimble shifting.



### Corner After the Tunnel

On the beginner version of the course there will be an immediate left turn upon exiting the tunnel. When you approach the tunnel exit, position yourself on the inside of the turn and apply the brakes lightly.

### Downhill Compound Corner

Stay on the right of the course and keep it at full throttle for the first right turn. As the right turn ends downshift one gear while gently braking and enter the left corner.





### S Corner

The first corner you will encounter right after the starting line is this gentle S corner. A good way to get through is to position your right tires on the edge of the track. If you are going too fast, let off on the accelerator to take the turn.



### Final Corner

Be careful of this easy high-speed left turn. Maintain position on the inside of the turn with careful accelerator work.





## PROVENCE

| Track Data    | Length           | Rank     |
|---------------|------------------|----------|
| <b>Expert</b> | <b>1.7 Miles</b> | <b>B</b> |

A very technical course that has a steep incline in the first half of the course and then throws you into a low traction dirt course with enough bumps and hills to launch your car off the ground and then finally sends you back into town. This track focuses on the driver's ability to adapt to changing road conditions.

### Corner After the Tunnel

In the expert course, the track changes over to the dirt course after clearing the tunnel. The course then proceeds into a left turn. The road is going to be slippery so be sure to brake early and use the out-in-out technique to get through it.



### Dirt Corner

These low traction dirt courses always require early braking. This is especially true for the third dirt corner that turns to the left. The angle is extremely tight. Keep an eye on your speed when you enter this corner.





### Hairpin Corner

The exit path is not visible when you enter this hairpin corner. After crossing the bridge, position the car towards the outside of the corner, drop your speed, and take the turn.



### S Corner After the Jump

In order to pass through the S corner after the jump, your first requirement is to hit the jump straight on. When you land immediately begin braking and take the turn.





## TSUKUBA CIRCUIT

| Track Data | Length           | Rank     |
|------------|------------------|----------|
|            | <b>1.3 Miles</b> | <b>D</b> |

This is a short circuit that actually exists in Japan. A widely popular course that attracts professional and amateur drivers.

### Final Corner

Before the final corner, there is a straightaway where you gain a lot of speed. Before entering the corner, drop your speed to prevent sliding to the outside. Stay on the inside through the apex of the corner and exit to the outside.



### Dunlop Arch



### Corner 1

On the home stretch to corner 1, be careful not to brake too late, otherwise you risk driving straight off the course. Enter the corner in second gear.

### Hairpin 2

After taking the long curve to the left, you will immediately enter hairpin 2. As you are nearing the end of the left turn begin reducing your speed.



### Hairpin 1

Hairpin 1 follows after you pass through a gentle S curve. When you are just about to finish the S corner, drop down to second gear and begin to reduce your speed which should allow you to take the turn smoothly.





## SUZUKA CIRCUIT

| Track Data | Length    | Rank |
|------------|-----------|------|
| East       | 1.4 Miles | D    |

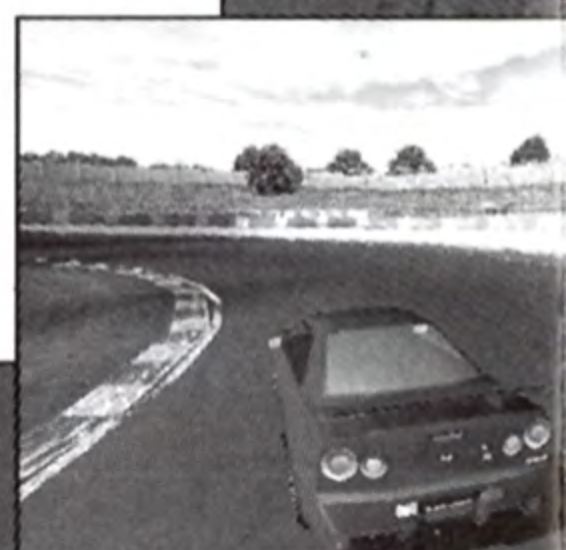
Suzuka is a world renowned course that is both long and highly technical. Every year world grand prix races are conducted that range from F1 races, WGP, formula car, all the way to motorcycle races.

### Spoon Corner

The spoon curves in two stages similar to corner 1. Therefore, use the same strategy.

### Hairpin Corner

The hairpin lies right after coming through Degner. Drop down to second gear when entering the gentle right curve prior to entering the hairpin. Take the curve from the inside and exit on the outside.



### Overhead Crossing



### Dunlop Bridge



### Degner

The Degner is composed of two stages and requires you to slow down significantly due to its tight angles.

130R

## SUZUKA CIRCUIT

| Track Data | Length    | Rank |
|------------|-----------|------|
| Int'l      | 3.6 Miles | A    |





### Casio Triangle

The most difficult corner to negotiate on Suzuka is this chicane. After taking the 130R, immediately begin reducing your speed near the Daikin Gate. Drop from fourth to second gear, enter the turn, and then crank the steering in the opposite direction to get through it.

### Final Corner (Beginner)

This is the final corner for the Suzuka short course and it is a high-speed one. You will want to let off of the accelerator at times to prevent yourself from being pulled to the outside of the turn. Use the out-in-out technique to negotiate this corner.

### Corner 1

This corner bends in two stages. The second stage curves very tightly so you will need to reduce your speed as soon as you pass through the first curve.



### Reverse Bank

The extremely hard to tame reverse bank is located on the fourth curve of this S corner. Be careful since it is very easy to fly off the course at this point. When you begin to climb the incline, reduce speed slightly.





## WEST COAST

| Track Data | Length           | Rank     |
|------------|------------------|----------|
|            | <b>2.3 Miles</b> | <b>D</b> |

This is a new course that was not in the Japanese version. This course was created in the image of a west coast city with wide streets that even novice drivers can handle while still allowing a high average speed. Even more excitement is added with extra jumping points that make the track feel like an action movie.

### S Corner

By the time you approach this corner, you should be moving at a fairly high speed. If you do not reduce speed by the time you enter the corner, you will not be able to make it through the second turn. This corner is the most difficult. Take caution when entering the turn.



### Corner 1

Although this corner is a hairpin, avoid losing too much speed since there will be a left turning curve and an incline. Use the entire width of the street to perform the out-in-out technique.





### Right-angle Corner

You may be lead to believe that you would have to significantly drop speed since you are coming down a hill and the turn is at a sharp angle. However, the key to this turn is not to slow down too much. If you use the entire width of the course, you should be able to make it through with little loss of speed. You can save precious time by properly taking this turn.



### Incline Straightaway

This is the longest uphill straightaway of the course. For those using a manual transmission, it will be necessary to properly shift to be able to pull the most performance out of the vehicle.



START



## DRIVING TECHNIQUES

**DRIVING EMOTION TYPE-S** seeks to give you a real driving experience. A player who understands real-world driving will find the game much more enjoyable compared to a player who lacks knowledge of racing techniques. The following sections give a short introduction to those who would like to further their enjoyment of the game.

### Racing

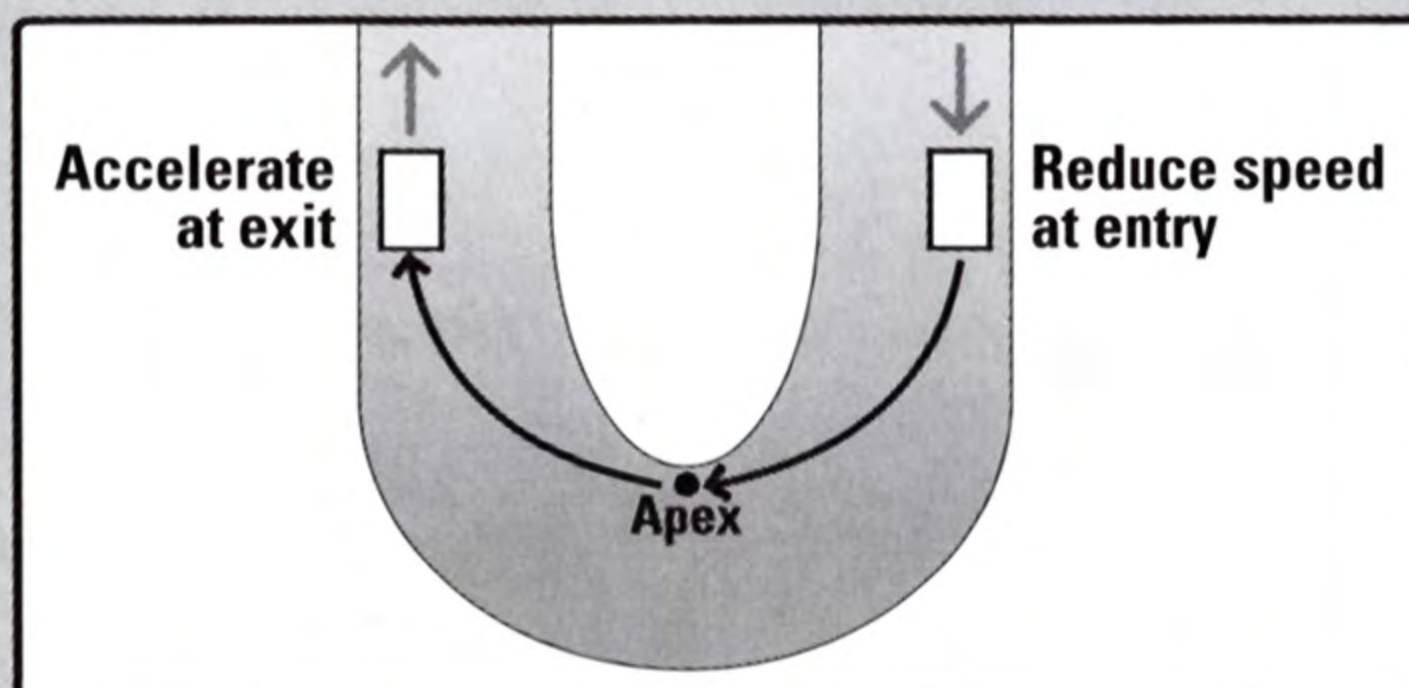
Racing appears to be simple, but in fact, it's much harder than it seems. The reason is that roads are not flat and straight, and corners and uneven pavement provide many obstacles to smooth driving. In the game, keeping the car in third or lower gear and manhandling the steering will roughly get you through the courses. Of course, to get good track times, you must use the higher gears. By using the higher gears, you increase your speed, but you also increase the difficulty of controlling your car and maintaining stability. Just constantly holding the accelerator button is one way to drive. However, once the tires lose their grip, the car will begin to swerve, and most likely, you will spend your time slamming into walls. To prevent that, you must reduce your speed somewhat by gently letting up on the accelerator (release the accelerator button), applying the brakes (pressing the brake button), or downshifting. By reducing speed, you allow the tires to regain their grip. This also allows the car to regain stability after making a steering error. Initially, try to concentrate on stable driving, and avoid hitting obstacles; don't worry about going as fast as possible.

### Cornering

Once you've mastered stable driving, the next step is cornering. However fast you go in the straightaways, you must slow for the corners. There are two major cornering techniques.

#### Slow In, Fast Out

This technique consists of slowing when entering the corner and accelerating when exiting the corner. You should continue braking until you pass the apex of the corner, then floor the accelerator upon passing the apex to get through the curve quickly. Braking while entering the curve improves the front tires' grip and makes turning easier.



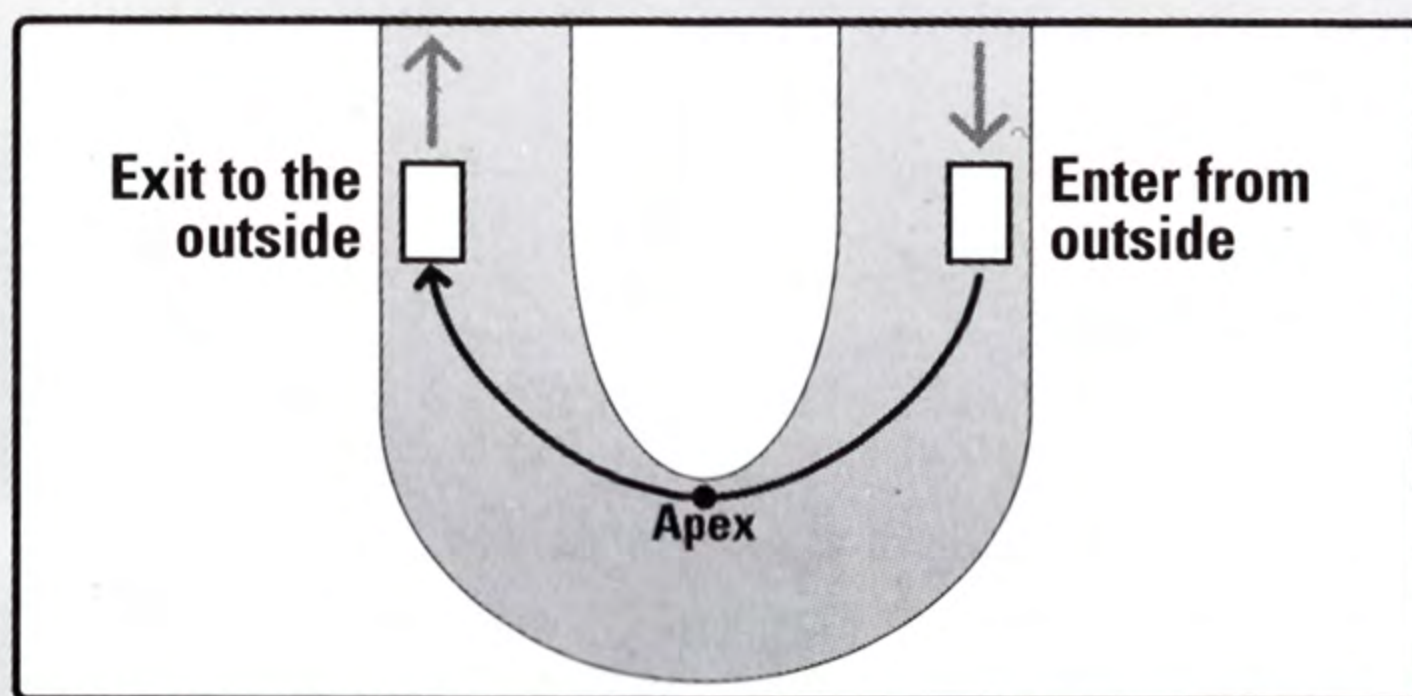
**Example of slow in, fast out**

\*Apex—The ideal point within the turn, where you should be closest to the inside.



## Out-In-Out

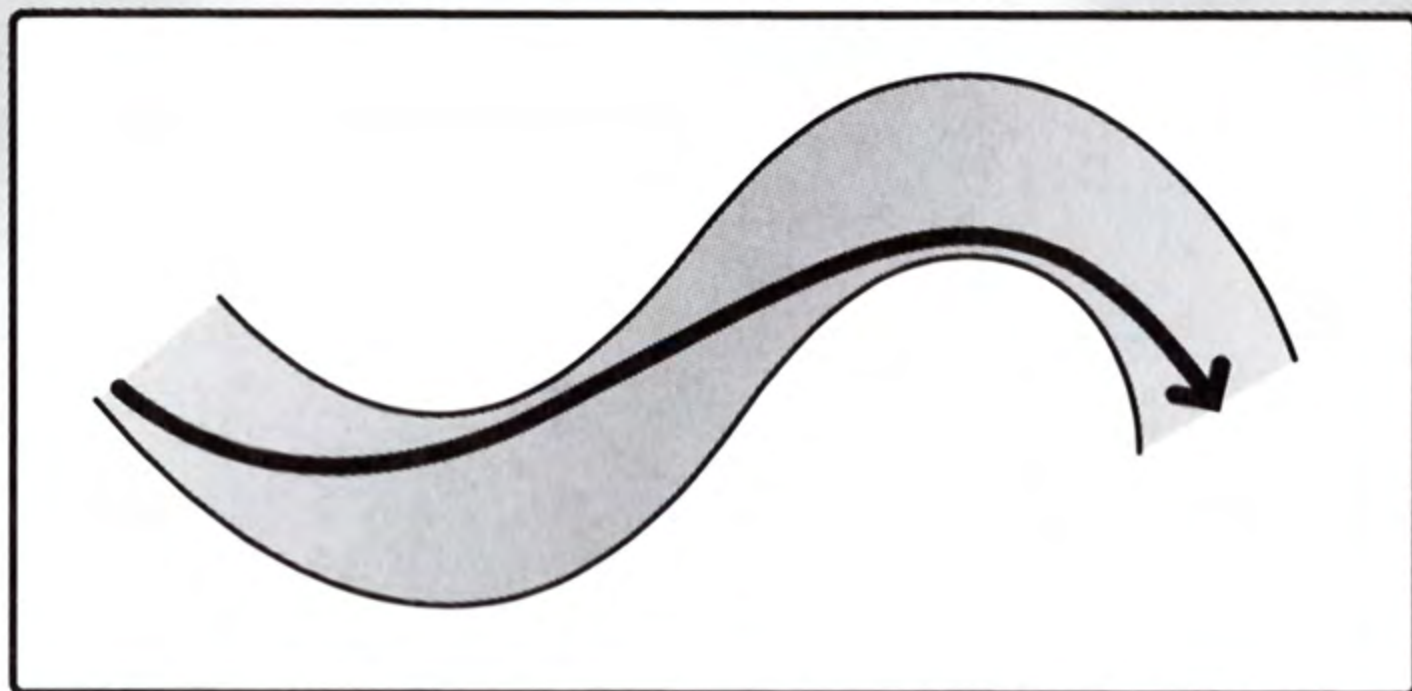
Enter the corner from the outside edge, pass through the apex, then exit the corner on the outside again. By making a broad shallow turn you do not have to turn the steering wheel as much. Less turning means that less speed will bleed off, resulting in faster times.



Example of out-in-out

## Taking a Line

Racing circuits contain many corners, so finding the best line to take is key to avoiding wasted driving effort. As the example shows, ideally, you want to take the path that follows a straight line as closely as possible. Using the line training in the game will give you practice following the best line.



Example of taking a line

## Countersteering

Countersteering is the technique of maintaining control of the car in corners by turning the wheel in the opposite direction the car is spinning. This technique is useful for drifting, as well as keeping the car from spinning out and avoiding collisions with obstacles. When cornering, if the car starts sliding in an unwanted direction, turn the wheel in that direction to restore grip to the tires and stabilize the car. The moment you sense the car departing from the line, immediately countersteer; waiting will make it considerably harder to regain stability. Of course, if you continue to countersteer once the car has recovered, it will spin in that direction. Therefore, it is important to realize when to countersteer, when the car has regained stability, and when to stop countersteering.



## TERMINOLOGY

**4WD**—Four-wheel drive. The engine is positioned in the front of the vehicle and drives all four wheels. Pros: excellent stability and acceleration. Cons: increased weight and a tendency to understeer.

**Autocross**—A timed-course competition usually set up with pylons in a parking lot.

**Bank**—The angled portion of a corner.

**Coupe**—A vehicle with a short and slanted rear roof.

**Dampers**—Shock absorbers and struts that absorb vibrations transmitted from the road surface.

**Differential Gear**—A gear that handles the different spinning rates of the left and right tires during cornering.

**Displacement**—The volume of the cylinders. Gives a rough idea of the size of an engine. Larger displacement usually gives more horsepower and torque.

**Engine Braking**—Friction and drag caused by the engine when the accelerator is not depressed (in the game, when the  button is not pressed). Generally, the lower the gear, the greater the effect of engine braking in slowing down the vehicle.

**FF**—Front engine, front-wheel drive. The engine is positioned in the front of the vehicle and drives the front wheels. Good stability at steady speeds or in poor conditions, but tends to understeer in corners.

**FR**—Front engine, rear-wheel drive. The engine is positioned in the front of the vehicle and drives the rear wheels. Good maneuverability and acceleration, but compared to other drive layouts, requires better driving skills. Rear-wheel drive allows for easy tailsliding, making this setup ideal for drift-style driving.

**Grip**—The degree to which the tires can maintain contact with the road surface. Good grip means the tires provide stability and do not slip.

**Hairpin**—A corner that turns at greater than 180 degrees.

**Hatchback**—A car with access to the rear through an upward-lifting door in the back.

**Horsepower**—Abbreviated as HP. Indicates the amount of power the engine produces. Within this game, HP is calculated using Square's conversion factors.

**LSD**—Limited-slip differential. Mechanism that prevents one wheel from locking up while the other wheel is spinning.



**MR**—Mid-engine, rear-wheel drive. Engine is positioned near the vehicle's center of mass, driving the rear wheels. Excellent weight balance and cornering ability.

**Oversteer**—A condition occurring when the rear tires lose grip and spin the vehicle towards the inside of the turn. Occurs most often in turns by cranking the steering wheel while sliding the rear out.

**RR**—Rear engine, rear-wheel drive. The engine is positioned behind the rear axle and drives the rear wheels. Merits include better traction and lighter weight, but these are balanced by poor cornering and a demand for high driver skill. There are few examples of this drive type among newer cars.

**Roll**—The tendency of the car to lean towards the outside of a turn during cornering.

**Rotary Engine**—An engine type made practical through a development by Mazda. The engine consists of a three-sided rotor that spins to generate power. Good power can be attained at a relatively smaller displacement.

**Sedan**—A standard passenger car that can hold 4 to 6 people.

**SUV**—A sport utility vehicle. On-road vehicles with off-road capabilities.

**Torque**—The measurement of power transmitted to the wheels. A higher number means better acceleration. Torque is measured in ft-lbs. May be displayed according to Square's conversion factors.

**Turbo**—The technical name is "turbocharger." A turbine driven by exhaust gas to force more air into the cylinders. More air forced into the cylinders yields more power.

**Understeer**—A condition occurring when the front tires lose grip and push the car towards the outside of a turn. Caused by entering a corner too fast.

**Wagon**—A car with a sedan cabin and extended rear section to provide extra cargo space.

**Zero-4**—A timed 400-meter drag race competition between two cars.



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LAP POS

2/2 6/6

TOTAL TIME

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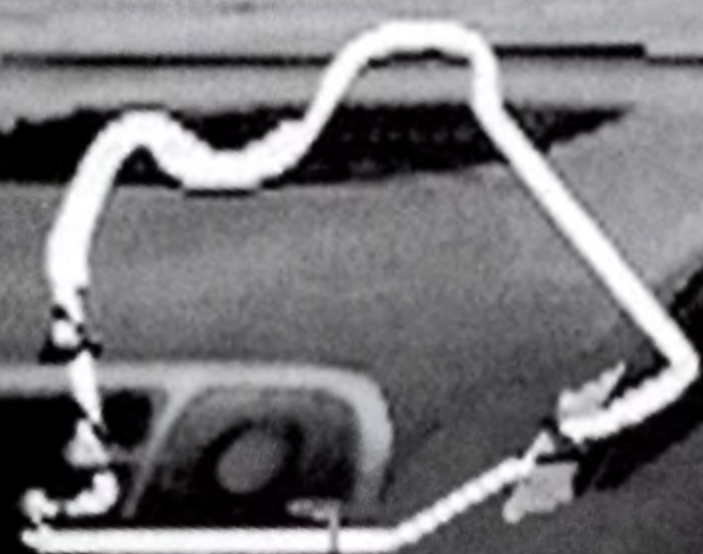
LAP TIME

01:42:22.5

01:42:22.5

01:48:30.8

Game Over.  
AGAIN.



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